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SUPPLEMENT TO REPORT NO. 25X1

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THIS IS UNEVALUATED INFORMATION

1. The automobile factories at Plovdiv, whose activities have been confined to manufacturing certain spare parts for trucks and tractors, and making repairs to government and military vehicles, are being completely reorganized.
2. On his return from a four months tour of duty in the Soviet Union (summer 1948), Engineer Colonel Trajko Popov, who is head of the factory's (planning) department, submitted to the Bulgarian Government plans for the conversion of the Plovdiv works to the manufacture of prototypes of Soviet GAZ-AA, $1\frac{1}{2}$ ton vehicles and Soviet-type GAZ-67, $\frac{1}{4}$ ton jeeps based on GAZ-AA and GZA-M models. (Popov is a Soviet citizen of Bulgarian origin, Colonel of the Red Army, and former engineer of the Molotov auto works at Gorki).
3. These jeeps, which will incorporate Viershanin's gasoline-saving device (effecting a reduction in consumption of 25 to 35 percent), will be used in the Bulgarian Army and police as well as for the requirements of agriculture.
4. On completion of the prototypes and new installations, the factory is scheduled to turn out twenty-two $1\frac{1}{2}$ tons chassis and thirty-five jeep chassis a month for the first six months.
5. Popov's plans have been accepted by the Bulgarian Council of Ministers on the strength of:
 - a. The Bulgar-Soviet Commercial agreement by which Bulgaria is to obtain from the Soviet Union the necessary raw materials and machine tools, and
 - b. Bobrov, the Soviet Minister at Sofia, has notified the Bulgarian Ministry of Foreign Affairs of the Soviet Union's agreement to the steps taken by Popov with Samilin (Soviet managing director of an engineering factory at Moscow) to obtain technical and material assistance for the Bulgarian automobile industry.
6. Samilin arrived on 9 November 1948 at Sofia and inspected the works at Plovdiv.
7. Eight new factory buildings are scheduled for completion by July 1949, including three large manufacturing shops. The Soviet Union is to supply

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65 percent of the necessary equipment and raw materials between November 1948 and July 1949.

8. The number of workers at present employed at the Plovdiv works is 800, but further employees are to be recruited January 1949 to bring the total of new employees up to 1,500.
9. It is reported that 127 workmen were scheduled to leave for the Soviet Union on 14 December 1948 on a four months training course in Soviet automobile works. On their return to Plovdiv, these men will be employed as foremen.
10. Popov is leaving for Czechoslovakia in January 1949 to become familiar with techniques in the Czech automobile factories.

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